

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,350 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Leissner.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 10 A.M., and a second departure about 8 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

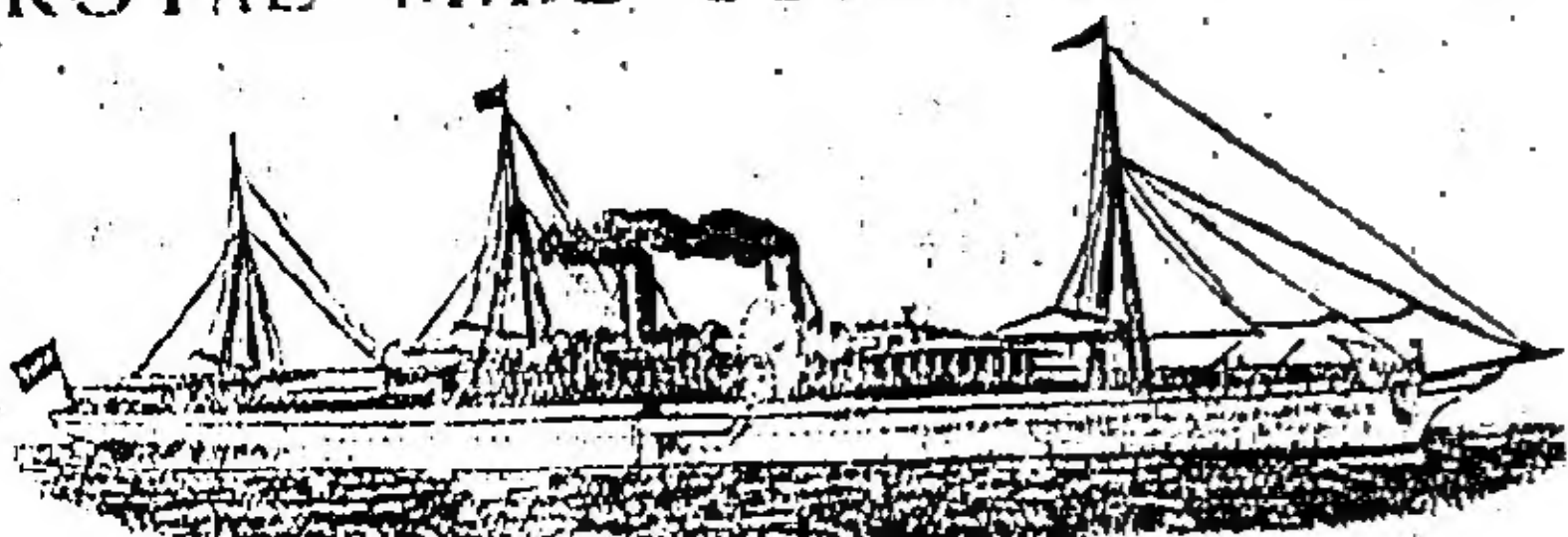
S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 560 " " G. Ditchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahoning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Iling, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak-Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 27th June, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 23
"TARTAR"	4,250	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S RAILROAD OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....\$100.00. 2nd Class.....\$60.00. 3rd Class.....\$40.00.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pender Street and Praya, opposite Blaka Pier. [13]

HONGKONG-MACAO LINE.

S.S. "WING OHAL"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sunday, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 2nd Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAW WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
 "KWONG CHOW" 1,300 R. R. MEAD.
 "KWONG TUNG" 1,330 R. RAMSEY.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
 Passage Fare—Single Journey...\$4.
 Meals.....\$1 each.

ALSO.

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES: { 1st Class single \$1 with cabin \$2.00.
 { 2nd Class single \$1 with cabin \$1.50.
 { 3rd Class single \$1 with cabin \$1.00.
 and Class single \$0.50, return \$1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 21st June, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; STEAMERS will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ RITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON WEDNESDAY, the 4th day of July, 1906, at Noon, the Steamship ZIETEN Captain F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 2nd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 3rd July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$23. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

(In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES to be applied as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.)

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons	SAILING DATES.
PRINZ SIGISMUND.....	3,320	TUESDAY, 24th July.
WILLERHAD.....	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,227	TUESDAY, 18th September.

ON TUESDAY, the 14th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lanz, with Mail, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE.....PRINZ SIGISMUND.....WEDNESDAY, 4th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....BAYERN.....WEDNESDAY, 4th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ REGENT LUITPOLD.....WEDNESDAY, 18th July.
 Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$82. 0. 0.
TO BREMEN.....	83. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th June, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 30.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. J. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS, NO HOSE, NO AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

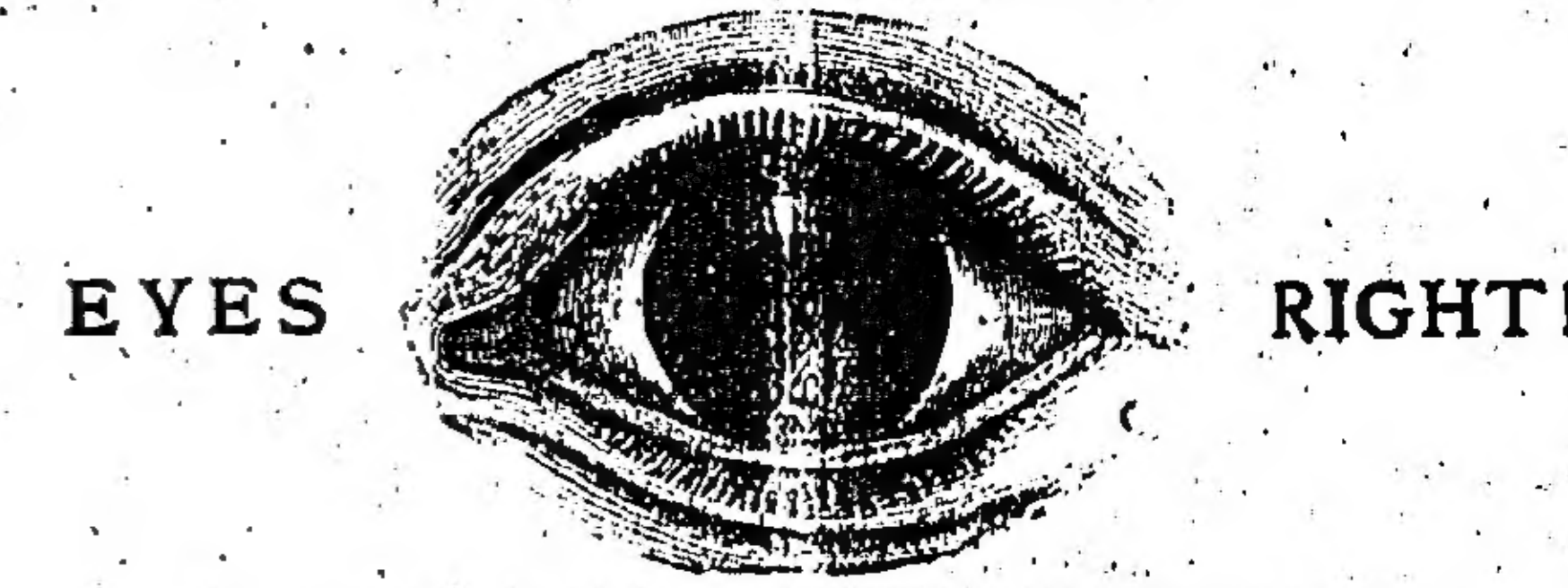
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING," SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.....	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH.....	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375. YORK BUILDINGS, 1st Floor. Hongkong, 19th June, 1906.

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Intimations.



**A. S. WATSON & CO.,
LIMITED.**

**AERATED WATER
MANUFACTURERS.**

In the manufacture of High Class Mineral Waters the following are essential:—
PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS

**AND
EXPERT MANIPULATION.**

All these conditions are obtained in Waters of our manufacture.

Absolute Purity. Repeated analyses both locally and at home guarantee this.

Up-to-date Plant. Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in **Perfect Aeration** and economies in working justify them.

The Finest Materials only are used.

English Experts manage our factories, and our Waters are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment; the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters, necessitating special study.

Our Stone Ginger Beer is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

Hongkong, 21st June, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CLARETS

FROM

MIN MARCEAU,

Bordeaux.

AWARDS: GOLD MEDALS AT

PARIS 1900,

HANOI 1902,

BORDEAUX 1895,

DIJON 1901,

LILLE 1902,

AMSTERDAM 1895,

ROUEN 1896,

VIENNA 1902.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 27th June, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Tse Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 27, 1906.

THE FUTURE OF WEI-HAI-WEI.

Under the above caption, Mr. Herbert L. Beer, of the Wei-hai-wei School, writes us under date June 19: Rumours concerning the future of Wei-hai-wei have been in circulation for some time, and latterly even details purporting to be the terms on which H. M. Government is prepared to hand over the Territory have been published. These rumours are apparently from Chinese sources and have generally appeared first in the native press. It would appear that they obtain considerable credence with foreigners; and this, too, in spite of official statements to the contrary. Mr. Runciman, replying on behalf of the Secretary of State for Foreign Affairs to a question in the House of Commons, said: "It is not considered that the transfer of the Russian lease of Port Arthur to Japan has made any change in the present status of Wei-hai-wei, which is leased to His Majesty's Government, and no action is at present contemplated with regard to the lease." To ordinary people accustomed to plain English this public declaration of the Government's position in regard to the question would seem to indicate that Great Britain intends to retain possession of Wei-hai-wei till the present lease terminates, i.e., for 17 years—if not longer. His Honour, the Commissioner of Wei-hai-wei, and others in a position to know the real facts, have also been approached on the subject, and the writer has received the Commissioner's permission to state positively that the question of the rendition of Wei-hai-wei to China has not arisen, and that the statements on the point, which have been so persistent of late in the press, are entirely unfounded. His Honour, the Commissioner, recently went, *via* Tsingtau, to the provincial capital. According to the reports published in the European press, from Tientsin to Hongkong, there was a two-fold object in this journey—(1) to arrange for the rendition of Wei-hai-wei; (2) to conclude negotiations about an important railway concession. His Honour authorises me to state that both these reports are absolutely untrue, and that he undertook the journey merely in order to pay friendly visits to the Governor of Tsingtau and to the Governor of Shantung, the latter of whom visited the Commissioner at Wei-hai-wei last summer. It is satisfactory to be able to contradict so emphatically the extraordinary and damaging reports that have been current regarding the political future of England's newest Eastern possession.

THE JAPANESE RESIDENT-GENERAL IN KOREA.

Through the columns of our Japanese contemporaries the report has been circulated that Marquis Ito (the hostile demonstration against whom in Seoul was reported by telegram yesterday) is about to resign, the Residency-General in Korea. It was believed that Marquis Ito had been contemplating resignation now for some time and his recent protracted sojourn in Tokio was for the purpose of arriving at an understanding with the Elder Statesmen and other statesmen on the subject. A Kobe contemporary, commenting on the unofficial news, recalls that some months ago there was considerable friction among the Elder Statesmen over the question of the power to be vested in the Resident-General. Field-Marshal Yamagata, head of the military party, contended that no civil official should have authority over the military power and favoured the appointment of General Count Katsura, the late Premier. Marquis Ito was, of course, totally opposed to the policy of Marquis Yamagata, and contended entirely for a civil administration and favoured the authority of the civil power over that of the military. "But whatever the causes which have led to the reported resignation of Marquis Ito, it is most unfortunate," observes the *Chronicle*, "for Japanese government in the peninsula that dissension in high quarters

should become known at the present time, with Korea in a state of mild insurrection. What effect the news of the resignation will have on the Koreans, excited by the insurrectionary movement, it is not easy to foretell, but it will be surprising if the difficulties of the Japanese administration do not increase three-fold as the result, and the pacification of the Koreans made a harder task than ever." The Kobe journal, with its usual enterprise, obtained an interview with Marquis Ito on the 20th inst. Interrogated first as to the rumours of his pending resignation, Marquis Ito said to the *Chronicle* representative that the report was a complete fabrication. He did not think anyone wished him to resign, and personally he would not dream of doing so until the stability of the country was assured for the future. He wished to remain in Korea to carry out the whole programme of reforms which it was desired to effect. From our special telegram from Shanghai to-day, it will be noted that the return of the Marquis to Seoul has worked as a charm on the Koreans who, apparently, at once calmed down, and through the personal influence of Marquis Ito with the Emperor have forthwith adopted legislation calculated to promote the interests of the people of the Hermit Kingdom. Reference is made in the telegram to the mining law. On this subject His Excellency made an important statement to the Kobe interviewer. He said a new mining law was about to be promulgated, conferring equal rights and privileges upon persons of all nationalities engaged in mining in the Peninsula. The Resident-General humbly referred to this new law as the "open-door" to the mines. A draft of the new mining law had been submitted to the Korean Government, which had approved of it with the exception of one small point, and this would be amicably settled upon his arrival in Korea. It has since been consummated.

LOCAL AND GENERAL.

SEVEN cases of plague is the number returned for to-day.

SURGEON W. G. Edwards has been re-appointed to the river steamer *Kinska* on re-commissioning.

A BERLIN telegram of June 14 states that the German Beer Company at Kiaochow has gained a gold medal at the Brewery Exhibition at Munich.

A CANTON correspondent writes—The third silk crop is in sight. The outlook is more promising than the first two crops of the current year. Prospects are accordingly in favour of growers.

THE body of the Chinese woman, late of Ship Street, who committed suicide some days ago by jumping off a wharf, at the Praya East, into the harbour, was yesterday afternoon found floating in the harbour by the Water Police.

We would direct the attention of our readers to a change in the hour of departure from Hongkong of the s.s. *Heungshan* on the excursion trip to Macao on Sunday next, the 1st prox. The *Heungshan* will leave Douglas Wharf at ten o'clock instead of at 9 a.m.

THE police at the Central Station are being put to no end of trouble by the roving of the coolies who have recently returned from South Africa. Nearly every coolie boarding house in the Colony is full of these men, and the police say that not a single day passes but that a few are charged with disorderly behaviour.

LIEUTENANTS W. F. Helmore, and Battalion Royal West Kent Regiment, Hongkong, has resigned his commission in that regiment. He was connected with it for less than three years, having got his commission in July, 1903. He served with a militia battalion in the South African War, 1901-02 (Queen's medal with five clasps).

Two junk masters were brought before Mr. H. J. Gompertz, at the Police Court this morning, at the instance of P. S. 70, charged with anchoring their boats in the central fairway, last night. They pleaded guilty and his Worship fined them \$5 each. Similar fines were also imposed by Mr. Gompertz on two sampans, who were charged with blocking the northern fairway.

It is stated that the date of Baron Komura's departure for England to take up the post of Ambassador at London has been advanced, as it is found that various matters in connection with the business of his new appointment call for early attention. He will therefore leave Yokohama for London, via America, on July 20, instead of in the latter part of August as previously arranged.

THE "Scotchman" from Peking was arrested last night by the police because he was not responsible for his actions. He was removed to the Central Station, charged with being drunk and incapable and released on bail in the sum of \$10. He failed, however, to come before the Court this morning to "face the music," and Mr. H. J. Gompertz ordered his bail to be estreated.

A Commission appointed by the Department of Agriculture and Commerce for the investigation of the resources of Manchuria, at the recommendation of the Governors of various Prefectures, will leave Japan about the beginning of next month. The members of the Commission, numbering 700, will be granted free passage from Ulsan by military transport, and free railway travel in Manchuria.

THE *Admiral* states that Mr. Chesson, American Consul-General at Mukden, has been promoted to the position of Supervisor of all Consulates of the United States in the Far East.

COMMANDER Henry D. Wilkin, U.S.O., commanding the sloop *Clio* on the China Station, will re-commission her temporarily, and Commander H. de C. Luard, will similarly re-commission the sloop *Cadmus*.

LIEUTENANTS N. B. Crook and J. S. Morrell have been appointed to the *Clio*, and also Paymaster A. H. Gulliver and Surgeon R. L. Dickinson. Lieutenant Brook has served on the blue for a considerable period; Lieut. Morrell has been over nine years in the service, and the other officers mentioned have had good service.

THE Dragon Boat Festival apparently was the cause of a general holiday being given to the staff of excise officers yesterday. This morning there was not a single opium case to be heard at the Magistracy, and as there was also a small calendar, the compound outside the Courts was deserted. Both Courts rose shortly after ten o'clock.

A LONDON telegram to a New York paper, dated June 1, says—Local orders for cement for San Francisco are severely straining the resources of manufacturers. Four large steamships and two big sailing ships are lying off Greenhithe, awaiting cargoes of cement. Can not the Hok On factory supply the deficiency with its well-known Green Island brand?

FROM Manila papers we learn that the contract for the making of the moorings for the drydock *Desuy* has been let to the firm of Messrs. Karnshaw and Company. This firm's bid was slightly higher than that of the Hongkong firm of Messrs. Lysaght and Company, but the bid was awarded them on account of the fact that they promised a more prompt delivery. In addition to this fact the Naval authorities at Cavite thought it would be more advantageous to have them made in Manila.

It appears from a Gifu, Japan, message that an insect blight is doing great damage to the rearing of silk worms in several districts in that prefecture. In a number of neighbourhoods no first cocoons are obtainable and the damage is estimated at 50 per cent. of an average yield, which is equivalent to a loss of about one million yen. The local authorities have issued a notification emphasising the necessity of taking measures for the extermination of the insects, and a number of specialists are now being despatched to the localities to enforce these measures.

It appears from a Paris telegram of June 15, which is published by the *Mainichi*, that, despite the recent denial in the House of Commons, the report that Great Britain intends to abandon Wei-hai-wei has again been revived. The message adds, however, that there is as yet no confirmation of the report. The telegram goes on to say that it is nevertheless believed at Paris that there has been a modification of Britain's Far Eastern policy in consequence of a secret understanding which has been arrived at between that country and France. It is asserted that Great Britain will largely curtail her expenditure in the Far East, while France will greatly reduce her military outlay in Indo-China.

THE German Government has concluded an Agreement with the British Government similar to those already existing with France, Holland, Italy, Belgium, and the United States, for the mutual protection of trade-marks in China. The Agreement provides that German Consular Judges in China shall be directed to take proceedings against persons subject to their jurisdiction who illegally use a trade-mark duly registered in Germany by a British subject. The British Government, on its part, has agreed that a German subject can take action against a British subject before the British Consular Courts, with the provision, however, that the British Minister at Peking gives written permission for the step. This permission, it is assured, will, if the Agreement is mutually observed, doubtless be given in every case.—*L. G. C. Express.*

A CHINAMAN, who apparently is fresh from the country, had a narrow escape from being run down by an electric tramcar on the Praya West, near Wing Lok Street, this forenoon, but the ducking he received through his curiosity will be a lesson to him in the future. Just before the excitement began the coolie was standing on the middle of the track gazing intently at the overhead wires. The conductor of a car going westwards seeing the coolie on the track sounded the going about 100 yards away. The stupid countryman appeared to be "winded" at his first sight of a car and started dancing on the tram lines, stooping at intervals to find out how the thing was worked. Gradually the car got nearer and when the "greenhorn" thought it time to give the tram the road—being called at by the excited lookers-on, he made for one side of the road, which was blocked to him owing to the passing of a truck. The clanging of the bell and the yelling of the crowd excited the countryman who, finding one way blocked rushed on to the other side and fell into the sea. The sampan people near at hand fished the yokel out of the water, and after a lecture had been delivered to him, reminding him that he was not in the paddy-fields, the dripping, but now a wiser Chinese returned to his boarding-house.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 27th at 11.35a. The barometer has fallen slightly on the E. coast of China, and risen on the S. and N. coasts and over Japan. An area of high pressure lies over S. Japan and the Loocheon, and the lowest pressure is over Central China. Moderate SE. winds are indicated in the Formosa Channel and the N. part of the China Sea. Forecast—Light to moderate SE. winds; showery.

WEST POINT BUILDINGS.

DEMOLITION ORDERED.

Before these lines appear in print work will have been commenced at West Point in the demolition of eight three-storied buildings and the standing walls of four other houses. Such was the peremptory direction of Second Police Magistrate Harland at the Magistracy to-day.

These houses, Nos. 234 to 248, Queen's Road West, adjoin the four buildings that recently collapsed and are considered a danger to the public safety. Immediately after the collapse of Nos. 226, 228, 230 and 232 the other buildings on that block were examined by the Public Works Department and condemned, and notices sent to the owners that these buildings were to be pulled down within three weeks. The time given by the P. W. D. has expired and yet the buildings are still standing. In order to enforce the notice served by the P.W.D. the owners of these buildings were this morning placed before the Magistrate to give an explanation as to why the order of the Public Works Department was not complied with. What excuse the landlords gave was immaterial to the Court and Mr. Harland issued an order forthwith that the standing walls of Nos. 236, 238, 240 and 242, Queen's Road West and the other buildings in that block up to No. 248 were to be pulled down within one week, failing which a heavy penalty would be imposed upon the owners if the order of the Court was not obeyed within the specified time.

The owners of the condemned buildings apparently had no idea of demurring to that order for a visit to the premises this afternoon by a representative of this paper convinced him that every preparation was in progress to raze the buildings to the ground.

UNCOMPLETED LAND SALE.

LONG-DRAWN LITIGATION.

In Original Jurisdiction this morning, before Sir Francis Piggott, Chief Justice, the case in which Chan Tack sued Chiu Yeung Leong, for recovery of the sum of \$2,000, being the unpaid balance of purchase money for certain land purchased by defendant from the plaintiff, was continued.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. John Hastings, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. F. X. d'Almeida e Castro, represented the defendant.

This was an old suit, the plaint having been filed in June, 1905, the statement of defence being filed in December, and amended in January, 1906. It was stated that the property was held by Chan Tack for one Chan Kwong Yan, and for the Nam Sang Yee firm. No money had been paid but promissory notes given. Plaintiff acknowledged five notes amounting to \$10,000, but defendant alleged the handing over of two further notes. Those notes were signed by the Nam Sang Yee firm and were endorsed over to Chan Kwong Yan. It was the question as to whether there were five or seven promissory notes that was the matter now in dispute. The defence said that the other \$2,000 was, by arrangement, paid over to a middleman, a sort of agent, named Chau Yu Ting, the money to be used in making certain settlements and payments of business outstanding. It was a curious fact in this connection, as stated by the defence, that Chau Tack, who held this property, was an infant himself and was the son of Chau Kwong Yan. The defendant also alleged that at the time of signing the documents a man named Ko Ah Wai impersonated Chau Tack, who was not present.

Evidence in support of the above facts was heard and then

Mr. Slade, addressing the Court, said the defendant denied that the plaintiff was, as he stated, a trader, of No. 91, Wing Lok Street and said that he was the fourteen-year-old son of Chan Kwong Yan, who is a trader at that address. The plaintiff never, in fact, executed the assignment of the said property from the said Chan Kwong Yan to himself, but was on that occasion personated by one Ko Ah Wai. The said property had been assigned on the 2nd Nov., 1904 by one Chiu Kan, the then managing partner of the Nam Sang Yuen firm, who was then about to abscond, and who did actually afterwards abscond from Hongkong, to the said Chan Kwong Yan, in trust for the said Nam Sang Yuen firm. The man, Chiu Kan, by an undated letter received on or about the 6th November, 1904, informed his partners in the said firm of the assignment, and the said firm, demanded from the said Chan Kwong Yan a transfer of the said property to them. Chan Kwong Yan at first claimed that the said property was his own, but finally a compromise was arrived at between the Nam Sang Yuen firm and the plaintiff, whereby Chan Kwong Yan agreed to transfer the said property to the defendant in consideration of the payment of seven promissory or deposit notes, on which Chan Kwong Yan and the Nam Sang Yuen firm were jointly liable for \$12,000. The promissory notes, or deposit notes, were for various sums signed on several dates between May and November, 1904. The assignment was, in fact, not executed by the plaintiff, but by the man Ko Ah Wai who was personating the plaintiff, and the true consideration was the payment by the defendant of the said seven promissory notes or deposit notes—of which promissory notes value of \$10,401.83 were five of a total value of \$10,401.83 were paid and surrendered. As regards two of the promissory notes, or deposit notes, amounting to \$1,598.38 it was a condition that they should be paid by the defendant and surrendered, and the defendant tendered them to the plaintiff in the early part of 1905, but the plaintiff refused to accept them, and demanded the purchase money in cash. The defendant admitted that plaintiff had demanded payment of \$2,000 in cash, but not that demand was made in April or May, 1905, but that demand that he at any time promised to pay \$1,000 or any sum to the plaintiff, or to the said Chan Kwong Yan, or that he attempted to impose any conditions on the said Chan Kwong Yan in connection with the completion of the said conveyance. Evidence was adduced, and the case continues.

"HONGKONG TELEGRAPH" SERVICE.

MARQUIS ITO IN KOREA.

SALUTARY EFFECTS OF HIS RETURN.

ADOPTION OF BENEFICIAL LAWS.

[From Our Own Correspondent.]

Shanghai, 27th June.

11.55 a.m.

The return of Marquis Ito, the Japanese Resident-General in Korea, to Seoul has had the most marked salutary effects.

There is evidence that the rebellious spirit in the country is promptly subsiding.

The Koreans, on the advice of the Resident-General, have immediately adopted the emigration and mining laws.

[The leading Japanese papers are of opinion that, so far, it cannot be said that Marquis Ito's hopes have been at all adequately fulfilled in Korea, but it remains to be seen what may be accomplished if the Japanese authorities are able in the near future to permit him to give his undivided attention to Korea. Marquis Ito's presence at Seoul is the most necessary on account of the disquieting reports to which reference has already been made concerning the attitude of the Korean Court. It is quite clear that there never can be any permanent tranquillity in the Peninsula so long as it is possible for the people to believe that they have the Court on their side in attempts to defy the authority of Japan. The *Kobe Herald* believes the time therefore certainly seems to have come for the Marquis to make use of the esteem in which he is personally held by the Korean Emperor for the purpose of convincing that sovereign that the only hope of a prosperous future for his dynasty and country lies in fulfilling honestly and continuously the Treaties in which he has entered with Japan.—Ed., H.K.T.]

[Manila Times.]

U. S. Legation Guard.

Oakland, June 21.

The American Legation Guard at Peking is to be increased by two hundred men of the United States Marine Corps.

The present legion guard at Peking comprises one company of Marines and it is thought that the present situation in China has made it necessary that the guard should be strengthened.

FURIOUS DRIVING.

SURGEON THROWN OUT OF HIS RICKSHA.

Another careless driver from the Chung Wah Stables got himself into trouble yesterday through his own carelessness. Some time yesterday afternoon the staff surgeon of the Royal Naval Hospital was driving eastwards, returning to the hospital, when near Ship Street a gharry, drawn by a China pony, and which was being driven at a furious pace, made an attempt to pass the ricksha. The gharry was not on the right side of the road and, in passing, the driver of the gharry failed to clear the ricksha. The result was the gharry collided with the ricksha, throwing it on to the side-walk and doing some damage to it. Luckily, neither the doctor nor the puller of the ricksha was hurt. Although the driver observed the damage he had done, he made no attempt to stop the pony to make inquiries, but kept on his way. When the ricksha was righted, the gharry was chased and overtaken at the entrance to the Naval Hospital. There the driver was made to turn round, and he was taken to No. 2 Police Station and charged. This morning Inspector Gourlay placed him before Mr. F. A. Harland, charged with furious driving and damaging a ricksha to the extent of \$1. The defendant pleaded "not guilty" and evidence was heard to the effect that at the time of the accident traffic on that road was slack and that there was plenty of room for defendant to pass without touching the ricksha. Defendant said that the accident could not have been averted. His pony had bolted and he could not hold it back.

His Worship—Was this pony a runaway?

Inspector Gourlay—No, your Worship. The doctor said it was simply furious driving.

His Worship fined defendant \$20 for furious driving, and ordered him to pay the ricksha coolie \$5 as compensation.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Latang*) 29th inst.
English (*Despatch*) 29th inst., 6 a.m.
Canadian (*Empress of Japan*) 3rd prox.
German (*Bayern*) 4th prox.

The Great Northern s.s. *Dagbla* from Seattle sailed from Kobe on 24th inst., at 11 p.m.

The Boston Tow Boat Co.'s s.s. *Lyra* sailed from Manila last evening, and may be expected here on 29th inst.

The E. & A. s.s. *Empire* from Sydney, &c., left Manila this morning for this port and is due here on 29th inst., a.m.

The Imperial German Mail s.s. *Præmum* which left here on 21st inst., arrived at Singapore on 26th inst., at 3 p.m.

The Java-China-Japan Line s.s. *Tjiluwang* left Macassar for this port on 26th inst., and may be expected here on 4th prox.

The N. Y. K. Chartered s.s. *Spilhead* (European Line) left Singapore for this port on 26th inst., and is expected here on 2nd prox.

The N. Y. K. American Line s.s. *Tosa* Mary left Moji for this port via Shanghai on 27th inst., and is expected here on 1st prox.

The H. A. L. s.s. *Alida* from Hamburg left Singapore for this port on 26th inst., at 6 a.m., and may be expected here on 1st prox., a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE GERMAN MAIL "ROON."

REPAIRS COMPLETED.

[From Our Own Correspondent.]

Shanghai, 27th June, 11.55 a.m.

The repairs to the German Mail steamer *Roon*, stranded in Taushima Straits last month, have been completed.

The *Roon* will forthwith resume her service on the N. D. L. line, according to amended schedule.

[Reuter's.]

Liberals at Manchester.

LONDON, 25th June.

A Liberal demonstration, at which thirty thousand persons were present, has been held at Manchester to celebrate the triumph of the elections.

Mr. John Burns wondered that the Government had done so well, especially in the Colonies.

Mr. Lloyd George said that democracy was on trial, and that its success depended upon the advanced party agreeing with the moderates.

Mr. Winston Churchill said that none but a fool or opponent expected the Government to set the world right in its few months of office.

Later.

Russia.

There has been another stormy sitting of the Duma, during which the Deputies, amid thunders of cheering, declared that the Government was corrupt and that it impoverished the people, putting into their own pockets the money intended for the famine stricken.

The Minister of the Interior admitted that the struggle with the famine was serious; but refused to reply to the accusations.

Hisses, cries of "resign" and "Don't insult the Duma" followed.

Tramcar Accident at Highgate.

An electric tramcar, rushing down the Archway Road at Highgate, wrecked a hearse, a motor, a bus, a cab and a van, also several shops and another tramcar, leaving half a mile of wreckage in its track.

Many of the passengers jumped off the car, panic-stricken; in all, three people were killed and twenty-one injured.

CORRESPONDENCE.

ARTS AND CRAFTS EXHIBITION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—Paintings, drawings, &c.—Water colours were omitted in error from section 2, of which they form Class 1.—I am, etc.,

JOHN MARCHANT,

Honorary Secretary,

Arts and Crafts Exhibition.

Hongkong, 27th June.

DISHONEST THROUGH DRINK.

A BOOK-KEEPER IN DISGRACE.

At the instance of Sergeant Eerner, a foreign bookkeeper in the employ of Silva and Company, 19, Old Bailey, was charged before Mr. H. H. J. Gompertz, this morning, with stealing an umbrella from the corridor of the King Edward Hotel, yesterday.

The umbrella was the property of one A. P. Nobbs, a chemist, of the Kowloon Dispensary. The defendant denied the charge.

A billiard marker in the King Edward Hotel said that about three o'clock yesterday afternoon he saw defendant remove an umbrella from the stand outside the dining-room, and leave the hotel. Witness informed the chief clerk, who gave chase, and had defendant arrested.

His Worship—Would you chase anyone leaving the hotel with an umbrella?—No. Why did you chase the defendant?—He came in the hotel, walked round the place, and then I watched him.

A library "boy" gave evidence saying that during yesterday afternoon he saw defendant walking about the library. He left, went below, and into a small room, outside the dining-room, and from a stand, stole an umbrella. The owner of the umbrella proved ownership, and defendant was asked what he had to say.

He said that he had made a mistake. He owned an umbrella which was very like the one he was alleged to have stolen, and when he took it out of the rack, he thought he was removing his own property.

His Worship—Have you any witnesses? Defendant—I can call a few, who can testify to my honesty.

A Portuguese clerk from the Harbour Office, who was called by the accused, said that defendant had not returned home for five days. Witness, on being asked to testify as to the honesty of the defendant, said that he was honest when he was not drinking.

His Worship sentenced him to fourteen days' hard labour.

JAPAN SUGAR REFINING COMPANY.

The Board of Directors of the Japan Sugar Refining Company, of Tokyo, who are opposed to the incorporation of their company with the Sugar Refining Company of Osaka, as advocated by the majority of shareholders, sent in their resignations en bloc at a general meeting of the company on the 18th inst.

BREACH OF CONTRACT.

DAMAGED WINDOW GLASS.

A "TRY ON."

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Police Judge, presiding, Messrs. Carlowitz & Co. sued the Fuk Lee firm and Fok Kam Chuen, a partner therein, for the recovery of the sum of \$303.30 being the amount of damages sustained by plaintiffs by reason of defendants' breach of a contract made on the 19th December, 1905, whereby the defendants contracted to purchase 1,000 boxes of window glass.

Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs, and Mr. F. B. L. Bowley, of Messrs. Denny & Bowley, Crown solicitors, represented the defendants.

Mr. Master said 500 cases arrived in April and 100 were refused by the defendants. As soon as the goods arrived notice was given to defendants and they only took 340.

His Honour: Is it simply a question of quality?

Mr. Bowley: They are not of merchantable quality.

Mr. Master said that the defendants examined the goods and said they were damaged by water. The cases were dirty and had been wet, probably by rain, and a survey was held, and it was found that the glass itself was not damaged. It was just a question as to whether the goods were in a merchantable condition. The goods were sold by auction and fetched \$3.90 per case.

His Honour: Is that anything like the market rate?

Mr. Bowley: The price fluctuates considerably, my Lord, but evidence would be called on that point.

Mr. Master said that a claim bill of lading was given for these goods.

His Honour: But the contract speaks for itself.

A salesman in the employ of Messrs. Carlowitz and Company spoke to the above facts and said defendant took delivery of the first 500 boxes, but would only accept 340 of the second consignment of 500 boxes, rejecting 160. Witness arranged for the usual survey.

Mr. Bowley: I should mention, my Lord, that my client is not a partner in the firm; he is the manager.

His Honour: But he is an authorized agent of the firm?

Mr. Bowley: Yes, my Lord, but he is in Court now, and perhaps my friend would like him to go outside.

Mr. Master: No, I've no objection to his being in Court.

Mr. Master then said a lot of correspondence had passed between the parties, and also between the solicitors, and eventually it was decided to sell the goods by auction. The contract price was \$5.40 per box, but they only realized \$3.90 per box at auction.

Witness, continuing, said that was not a good price, as the rate was high. He thought they should have fetched at least \$4.75 per box. His Honour: What is the price now?

Witness: I can't say that now as the price fluctuates.

His Honour: Is it below \$3.90 or above that figure?

Witness: Oh, I think it is much above. Cross-examined by Mr. Bowley, witness said the case in Court was similar to the 500 cases imported, 160 of which were refused. He could not swear to the marks. They had a lot of marks on them, but the bill of lading showed only one. The glass was of the quality known as "fourth choice." It was the quality the Chinese liked. He had done business with the defendants for eleven years, and sold them much glass of this sort.

Mr. Bowley: Is this the letter defendant wrote to your comrade?

Witness: I can't say; I can't read Chinese.

His Honour: I can't take that unless it is translated.

Mr. Bowley: Here is a translation, my Lord.

His Honour: But this is not certified; I cannot take it.

Mr. Bowley: I had no time to get it certified.

His Honour: Well, you know the practice and I cannot take uncertified translations, nor can I accept a verbal translation. But if Mr. Master does not object I will accept this subject to your getting it certified.

Mr. Master: I've no objection, my Lord.

Correspondence was then read, referring to the allegation of the damage and the arrangement for the survey.

Witness said he told Fuk Lee that a survey would be made, but on Fuk's account, as witness did not believe they were damaged. He could not speak Chinese so the conversation took place through witness's comrade. When he sent out the notice of arrival he also sent a promissory note with it for purchaser to sign, and he, after taking delivery of the goods, chopped the promissory note and returned it.

In this case defendant returned the promissory note, requesting that it be altered to the value of the 340 boxes delivered. Had the goods been damaged by seawater the company would have looked to the insurance company to make good the value. When he found they were not damaged by seawater he tried to recover the damage sustained from the shipping company, but the latter was protected by the clause in the bill of lading which said the company would not be responsible for damage to window glass.

Mr. Bowley: Then it comes to this, you get these goods out, they arrive damaged, and as you cannot get your money out of the insurance or shipping people you try to get it out of the defendants.

His Honour: Oh, no, it is not quite that.

Mr. Master: The damage is only to the coverings.

Witness said it was to oblige the purchaser that he tried to recover from the insurance and shipping people—it was a "try on."

Mr. Bowley: Quite so! It was a "try on," and as it failed there you thought you would start another "try on" against Fuk Lee.

Witness, continuing, said the contract price was \$5.40. In April he believed the local market price was quite \$1 below that rate.

Mr. Bowley: Would you be surprised to hear that in April and May cases were sold for \$5.80 and \$5.10?

Witness: I don't know anything about that.

Mr. Bowley: Fuk Lee is a big buyer of glass, is he not?

Witness: Yes, he buys a good deal from us.

Mr. Bowley: And what he does not know about glass in not worth knowing?

Witness: Yes, he knows all about glass.

Mr. Bowley: Then would you expect a man who knows all about glass to take delivery of glass in cases which were wet and discoloured?

Witness: Because the cases are wet, the glass is not necessarily damaged—the cases sweat in the hold of the steamer.

Mr. Bowley: Glass does not sweat.

Witness: And the glass is not damaged.

Mr. Bowley: If you can't recover against Fuk Lee, you will claim against your agent in Antwerp?

Witness: I cannot say anything about that.

Evidence was then given as to the survey being held, and the glass being found in a perfectly merchantable condition.

Captain Douglas, Marine Surveyor, gave similar evidence.

Mr. Bowley: Well, now, if you bought a hundred cases and they were tendered to you in a damp and discoloured condition, would you accept them?

His Honour: That is scarcely a question to ask the witness—suppose they were cases of silk or other such valuable goods, everybody would refuse them. Ask, if you like, about cases of glass.

Mr. Bowley: Well, cases of glass—would you accept them?

Witness: Certainly, I would accept them.

Mr. Bowley then argued that the goods were damaged and therefore they were not merchantable. That they were not so was proved by the fact that on the day the market value of the goods was \$5.80, they only realized \$3.90.

His Honour: That proves nothing—the goods were not examined.

Mr. Bowley: Chinese do not buy goods at auction or elsewhere without knowing something about their condition. I shall prove that the glass has deteriorated.

His Honour: You may try to prove that as much as you like but you'll never make me believe it. You can keep glass in water for years and it makes no difference.

Mr. Bowley: In clean water, my Lord, but damp straw closely packed gives out certain acids. I don't know what those acids are, but they affect the glass.

After hearing arguments from both sides his Honour the Police Judge said he would reserve his decision.

NEW SEASON TEA.

MARKET OPENED.

[From A Correspondent.]

Canton, 26th June, 1906.

The market for the new season tea opened yesterday. The settlements reported comprise 12,000 boxes of 15 catty each. The prices are: best quality, Tls. 42; second quality, Tls. 35; and third quality Tls. 18 per catty. This tea is ready to go forward by the mail of the 4th proximo. Half the quantity of the 12,000 boxes are of the first quality; the other half is made up of the inferior grades. The stock for the present year is by no means large; indeed, it is much smaller than that of 1905; but the prices fetched are higher than those ruling for the ten previous years.

BRITISH SQUADRON AT SASEHO.

WARM RECEPTION.

The British Squadron, under Admiral Moore, arrived at Saseho on the 19th inst., from Nagasaki. Citizens and school-children went out in boats to welcome the squadron as it steamed into the harbour. Mr. Tomita, the Mayor, met Admiral Moore on board the flagship. The Admiral immediately came ashore and called upon Admiral Arima, Commander-in-Chief of the Saseho Port Admiralty, at the latter's official quarters.

In the evening Admiral Arima gave a dinner in honour of Admiral Moore, and his captains. The Saseho Municipality wanted to give a reception to Admiral Moore and the officers of the squadron on the 20th inst. Light refreshments of all kinds were presented to the petty-officers and men. The Naval Men's Club issued invitations to a reception that afternoon to 250 petty-officers and men of the British squadron.

PRINCE TOGO.

THE "JIJI" ON THE REWARDS TO JAPAN'S GREAT ADMIRAL.

Now that the investigations as to the rewards to be given for services in the late war are nearing their conclusion, the *Jiji* has returned to the question of the honours to be conferred on Admiral Togo and the other principal leaders. The Admiral is so modest in his demeanour, and in his own estimate of his services, that the *Jiji* is half afraid that the authorities may not quite realise how exceptional a reward his transcendent merits deserve. As our readers will remember, the *Jiji* suggested some months ago that the Diet, following the example of the British Parliament in the cases of Lord Roberts and Kitchener and other great warriors, should make a large money grant to the Admiral. It recognises, however, that this scheme is not likely to be carried out, and it now puts forward the suggestion that when the Admiral is raised to the peerage his rank shall be that of a Prince. The Admiral, it writes, is not Togo of Japan but Togo of the world, and any suspicion of aint in Japan's appreciation of his merits would disgrace the whole nation in the eyes of the world.

It connects with the war honour, it may be noted that the *Asahi* is putting forward the claims to recognition of the teachers. The journal considers that the high qualities exhibited by the Japanese forces were largely attributable to the excellence of their training in these schools. It therefore urges that elementary school principals or teachers, who have efficiently discharged their duties for more than ten years, should be decorated or granted pecuniary rewards. The suggestion certainly seems to be well worthy of consideration.—*Kobe Herald*.

THE DROWNED EUROPEAN.

IDENTIFIED BY SHIPMATE.

In the *Hongkong Telegraph* of the 25th inst., it was reported that the body of a European, who, from outward appearances, was believed to be a member of the mercantile marine, was picked up in the harbour, near the Canton wharf, by the police and his remains removed to the mortuary, where photographs were taken. A description of the deceased was given in our columns at the same time, and it was requested that any one, who thought he could identify the deceased, should make the necessary inquiries at the Central Station.

Yesterday, a seaman, noticing the *Telegraph's* report, went to Inspector Smith and was shown articles of clothing, etc., the property of the deceased. The seaman, on seeing the deceased's jacket, immediately identified it as the one worn by Sam Pearce, aged 43 years, of the *s.s. Anglo-Canadian*. It is said that Pearce, on the night before his death, was seen to leave a downtown grog-shop and that was the last that was seen of him alive. An inquiry will be held.

THE N.Y.K.'S FLEET.

FURTHER DETAILS OF SHIPBUILDING PROGRAMME.

The *Asahi* states that the N.Y.K. steamer *Osami Maru* which was launched at the Osaka Ironworks on the 6th inst., will shortly be used on the service between Awamori and Nauruan. A steamship which is being built for the Kalha at the Mitsubishi Dockyard, Nagasaki, to take the place of the ill-fated *Hlachi Maru*, will be launched in November. Three other steamers (each of 3,500 tons), which are being built at the Kawasaki Dockyard, will be launched by March next. A steamer of 3,111 tons and two others of 2,511 each are being built at London. The former will be launched about August next, and the latter by March next year. As previously recorded, the company is likewise making arrangements for the construction of six big steamships, each of 8,589 tons. Of these, two will be built at the Mitsubishi Dockyard, and four at the Kawasaki and some other Dockyards.

THE RISING IN KOREA.

DRASTIC MEASURES URGED.

In view of our recent special wires on the rising in Korea, it is interesting to learn the opinions of our Japanese contemporaries on the subject.

The *Jiji Shimpō* has an article regarding the suppression of the insurrectionists in Korea. From reports coming from Korea it seems that the country is seething with rebellious elements, says the Tokyo journal, but these rebels, however determined and widespread they may be, are mere rabble and will disappear at the first shot of the Japanese soldiery. If the Japanese Residency has hitherto refrained from having recourse to the use of troops, it is because it has wished that the Korean Government would be able to successfully cope with the rebellion. As the Korean troops are evidently unable to suppress the rising, however, the Japanese Residency will be compelled to bring Japanese troops into play, and the suppression of the rebellion will follow quickly. At the same time it is desirable that strict inquiry should be made into the cause that has prompted the rising and that the evil be eradicated by the root.

The Korean rebels seem to be different in character from those of Formosa, whose sole aim is the depredation of property. The Korean rebels, on the other hand, are apparently actuated by an element of patriotism, however misguided, and their attack is mainly directed against the Japanese.

The Koreans have rather reason to thank the Japanese for the new order of things in their country, for Japanese efforts in the peninsula are directed towards the deliverance of the natives from the pitiable state of oppression to which they have long been subjected under their own Government. Most of the Korean people, however, are too ignorant to see the change in its proper light, and they are taken advantage of by Koreans of more or less influence for the furtherance of their selfish ends.

It is not at all improbable, continues the *Jiji*, that the origin of the present rebellion may be traced to some unexpected source when strict inquiry is instituted. The rising will no doubt be quelled without much difficulty, but unless the foul stream is stopped at its source Japan must suffer the trouble of incessant rebellions, and the lives of ignorant and misled natives will be needlessly sacrificed. It is to be hoped that the Japanese Residency will adopt drastic measures with this end in view, for it is absolutely necessary for the consolidation of the position Japan has assumed in Korea. This will be better for the future of both Japan and Korea.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/1 1/2

Do. demand 7/16

Do. 4 months' sight 3/1 1/2

France—Bank T.T. 2/6

America—Bank T.T. 2/6

Germany—Bank T.T. 2/6

India T.T. 1/5 1/2

Shanghai—Bank T.T. 10 1/2

Singapore T.T. 10 1/2

Japan—Bank T.T. 10 1/2

Java—Bank T.T. 10 1/2

Buying.

4 months' sight L/O. 2/1 1/2

6 months' sight L/O. 2/1 1/2

30 days' sight San Francisco & New York 52

1 month's sight do. 52

30 days' sight Sydney and Melbourne 2/1 1/2

1 month's sight Franco 2/7 1/2

6 months' sight do. 2/7 1/2

Bank of England rate 30 1/2

Bank of India rate 31 1/2

Bank of China rate 32 1/2

Bank of Japan rate 33 1/2

Bank of Korea rate 34 1/2

Bank of Siam rate 35 1/2

Bank of Persia rate 36 1/2

Bank of Egypt rate 37 1/2

Bank of Greece rate 38 1/2

Bank of Italy rate 39 1/2

Bank of Spain rate 40 1/2

Bank of Portugal rate 41 1/2

Bank of Russia rate 42 1/2

Bank of Prussia rate 43 1/2

Bank of Austria rate 44 1/2

Bank of Hungary rate 45 1/2

Bank of Belgium rate 46 1/2

Bank of Netherlands rate 47 1/2

Bank of Denmark rate 48 1/2

Bank of Sweden rate 49 1/2

Bank of Norway rate 50 1/2

Bank of Finland rate 51 1/2

Bank of Iceland rate 52 1/2

Bank of Faroe Islands rate 53 1/2

Bank of Shetland Islands rate 54 1/2

Bank of Orkney Islands rate 55 1/2

Bank of Hebrides rate 56 1/2

Bank of Channel Islands rate 57 1/2

Bank of Isle of Man rate 58 1/2

Bank of Jersey rate 59 1/2

Bank of Guernsey rate 60 1/2

Bank of Alderney rate 61 1/2

Bank of Sark rate 62 1/2

Bank of Guernsey rate 63 1/2

Bank of Jersey rate 64 1/2

Bank of Alderney rate 65 1/2

Bank of Sark rate 66 1/2

Bank of Guernsey rate 67 1/2

Bank of Jersey rate 68 1/2

Bank of Alderney rate 69 1/2

Bank of Sark rate 70 1/2

Bank of Guernsey rate 71 1/2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ORESTES"	30th June.
GLASGOW and LIVERPOOL	"OANFA"	2nd July.
GLASGOW and LIVERPOOL	"ASTYANAX"	12th "
GLASGOW and LIVERPOOL	"LAERTES"	12th "
GLASGOW and LIVERPOOL	"POLYPHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"DIOMED"	26th "
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

HOMeward.

FROM	STEAMERS	TO
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KORE and YOKOHAMA	"OANFA"	5th July.
	"TELEMACHUS"	4th August.

WESTWARD.

FROM	STEAMERS	TO
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	12th July.
	"TYDEUS"	15th August.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
YOKOHAMA and KORE	"CHINGTU"	28th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	28th "
SHANGHAI	"SHAOHSING"	1st July.
CHINKIANG	"LUOHOW"	1st "
SHANGHAI	"KIUKIANG"	3rd "
MANILA	"TEAN"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

‡ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

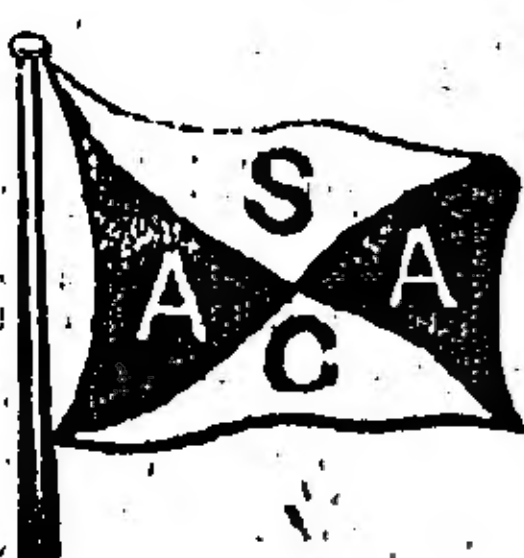
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th June, at Noon.
RUHI	2540	R. Almond	"	SATURDAY, 7th July at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARRIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
27, DES VOEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOMeward.

STEAMERS	DESTINATIONS	TO
ALESIA	YOKOHAMA and KORE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA and KORE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA and KORE	15th July.
SAXONIA	SHANGHAI, YOKOHAMA and KORE	21st July.

HOMeward.

STEAMERS	DESTINATIONS	TO
* RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, to SINGAPORE, PENANG and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HARBURG", s.s. "HOHENSTAUERN", s.s. "SCANDIA", and s.s. "SILESIA".

COAST SERVICE.

STEAMSHIP	ON
LYEEMOON	SHANGHAI
AMBRIA	SINGAPORE and CALCUTTA
LYDIA	SHANGHAI and CHINKIANG
DAPHNE	NAGASAKI and WLADEVOSTOK
JTHAKA	SHANGHAI and CHINKIANG
KOWLOON	SHANGHAI and CHINKIANG

* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 27th June, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 29th June, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.
SPORE, SAMARANG & SOURABAYA	"CHUNSAUNG"	TUESDAY, 3rd July, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KORE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tonnage	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Emst	September 5th.
"NICOMEDIA"	4,370	G. Meissner	September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 30th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th June, 1906.

"GLEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

"GLENESK,"
Captain J. Rafferty, will be despatched as above, on or about the 10th July.

For Freight and Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th June, 1906.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBORO,
LONDON, COLOMBO AND STRAITS.

THE Steamship
"GLEN TURRET"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 10 A.M., TO-DAY.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 25th June, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at Consignees' risk and expense into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 25th June, 1906.

"BEN" LINE OF STEAMERS.

S.S. "BENARTY,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th June, 1906.

For Sale.

WELSBACH'S IN-
DOOR and OUT-
DOOR LIGHT
GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OHIM-
NEYS, GLOBES,
SHADES, &c., &c.

and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.

NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,
100, Des Voeux Road Central.

Hongkong, 10th April, 1906.

LIFE ON BOARD THE "ATLAS."

STATEMENT BY THE MASTER.

With reference to an account published in the *Japan Advertiser* and reproduced in our columns as to alleged ill-treatment and brutality on the part of the master and officers of the sailing ship *Atlas* now at Yokohama, towards the members of the crew, Captain J. C. Amberman, the master of the ship in question, in a long interview with a representative of the *Advertiser*, made the following statement—

"When spoken to at the United States Consulate by the reporter of the *Advertiser* I admit I was somewhat short in my answers; in fact I was disgusted with the conduct of the crew after the kindly way they were treated by myself. The stories told by several of the crew about brutal treatment and starvation are all humbug and nonsense, and officers of vessels, particularly American vessels, know better than to ill-treat men without cause, as the laws of the United States are severe in this respect, the penalty being two years' imprisonment and a heavy fine.

"The truth is, that, with the exception of two, the members of the crew never sailed on a ship before, and they were composed of the scum gathered around New York City. We were patient with them, the two old hands and the officers taking pains to instruct them. But like all hoboes, they did not like to work, and when asked to do a piece of work quickly, they became insolent.

"The so-called seaman by the name of Albert Kneipp, admitted he was never on a vessel before, and as discipline was insisted on, he thought he would pose as a 'hard case,' so he gathered a gang of discontents like himself and in many different ways thought he could run the vessel, and incidentally the officers. On one occasion, when about two weeks out of New York, he was ordered along with others by the second mate to perform some duty aboard, he gave an impudent point-blank refusal. The mate called me, I repeated the order, when he approached me in an insolent and threatening manner and refused me point-blank. As he got near me I raised my hand and struck him lightly with my open hand over the mouth. I would do the same to any man at sea or ashore who replied in such an insolent manner, to say nothing of his threatening attitude. He then became extremely abusive, as became the leader of such a hobo gang, and to sustain discipline and order, I put him in irons in a proper way, and it is false for any member of the crew to state that they were ever strung-up 'spread eagle' style on my vessel.

"Several others thought they would follow Kneipp's example, and true to their hobo instinct, they refused work, with the result that, when kindness and persuasion was useless, I had them put in irons. If I had allowed them to run my vessel in their style, I wonder what would have become of us? I had to show them that I was commander of the vessel, and I did."

"Is it not true, Captain, that you fired at Francis McKay while in the harbour here?"

"No, I did not fire at him; I fired over his head to frighten him. He rushed at me with a baying-pin, calling upon the other members of the crew to help him get rid of the officers, as he admitted in his testimony before Consul-General Miller, and I hastily pulled my revolver and fired over his head. It had the result I anticipated; he dropped his weapon, and ran up the rigging, and when I called upon him to come down on deck, he ran along the yard and dropped overboard, and swam to a sampan near by.

"It is false to say that, when we dropped anchor here, I refused to allow any of my men to come ashore to see the Consul. They wanted to come ashore in a body and fill up an liquor, and as the work of the vessel had to be attended to, I ordered them to finish their work, when they could go in small parties; but no, they all sulkily, with the exception of the two old seamen, went to the forecabin, and refused to perform any work aboard until they had had a good time ashore. So I had to assert my authority again and put them in irons."

"Was the food supply or water short aboard?"

"No, that story of the discontinued hobo is a fabrication pure and simple. The men had more than enough to eat, in fact the Standard Oil Company supply many delicacies for their vessels that are found wanting in others. As to compelling the men to eat shark, porpoise, and albacore, that is nonsense. I always allow my men when off duty to catch fish and fowl for sport and a pastime. If we caught any porpoise or birds the cook dressed them up for the officers' mess as well, but no one was compelled to eat dishes so served; they were on the side as it were for a change. Shark they never dressed, they were caught and killed for sport. Why, on one occasion when making a voyage between Honolulu and New York, the crew caught over one hundred sharks. They enjoyed the excitement and sport in catching them, but this experience and false reports made by the crew has taught me a lesson, and never again, while I am master of a vessel, will I allow the crew to fish for sport.

"As to the yarn that the second mate always lashed the men while spinning the captain, that is another hobo's yarn. My second mate like my other officers is a hustler, and when they spun the captain he encouraged them along by swinging a small rope's end in his hand.

"But we have had enough of the gang, I have paid them all off and shipped a Japanese crew, who are old sailors, and I expect to sail next week for Honolulu. Why, one of the men, named Witte, has since confessed to me that he was put up to telling a yarn of horror, and he has begged me to ship him back, but I refused."

"Captain Amberman, who appears a quiet unassuming man, was accompanied to the office by an old resident of Yokohama, who has known him for over twenty years, and the *Advertiser* publishes with pleasure his side of the story, which, our contemporary says, was told in a straightforward simple manner."

